RUMBLINGS OF RAILROADS.

General News and Notes of the World on Wheels.

PULLMAN'S MODEST BEGINNING.

A Canadian Railway Scheme-A Locomotive's Vagaries - Railroad Building-Singular Accident -Insuring Employes.

Railroading Years Ago.

Scribner's: When we picture the surroundings of the traveler upon railways during the first ten or fifteen years of their existence, we find his journey was not one to be envied. He was jammed into a narrow seat with a stiff back, the deck of the car was low and flat, and ventilation in winter impossible. The springs of the car were hard, the joltsprings of the car were hard, the jolding intolerable, the windows rattled like those of the modern omnibus, and conversation was a luxury that could be indulged in only by those of recognized superiority of lung power. The brakes were clumsy and of little service. The ends of the flat bar rails were cut diagonally so that when laid down they nally, so that when laid down they would lap and form a smoother joint.

Occasionally they became sprung; the spikes would not hold and the end of spikes would not hold and the end of the rail with its sharp point rose high enough for the wheel to run under it, rip it loose and send the pointed end through the door of the car. This was called a "snake's head," and the un-lucky being sitting over it was likely to be impaled against the roof. Insuring Employes.

New York Times: The Reading Railroad company proposes to organize a re-lief or mutual insurance association for the benefit of its 15,000 employes. A cir-

cular giving the details of the scheme and signed by President Corbin was sent out to the employes of the company yesterday. Any employe who has been in the service of the company for six months, upon passing a satisfactory medical examination, may become a member. The contributions are to be deducted worthy in advance from the deducted monthty in advance from the earnings of members, and the railroad company, besides assuming all the expenses of clerk hire, office room, and stationery, will contribute to the fund 10 per cent of the amount given from time to time by the employes until the total sum shall reach \$1,000,000, after which the company's contributions will be 5 per cent. In the event of a deficit in the fund prior to the total contribu-tion of the 10 per cent guarantee the company will cover said deficit to the full amount of the proposed contribu-tion, to-wit, \$100,000.

The employes will be divided into five classes, according to the amount of wages earned. The first class, whose wages do not exceed \$40 a month, will make a monthly contribution of 75 cents, entitling a member to 50 cents daily for fifty-two weeks, in case of dis-ability by accident in the company's service, or to 40 cents for fifty-two weeks in case of sickness incurred dur-ing service, and to \$250 at death. In this proportion the scale ascends to these receiving wages of more than \$100 per month, who will pay \$3.75 and receive daily benefits of \$2.50 or \$2 and a death benefit of \$1,200. The division superintendents have been instructed to give full information to all employes, and as soon as an organization can be effected the contributors will elect offi-

plan of the relief fund is very much like that in operation among employes of the Pennsylvania. This organization was effected in February, 1856, and it now numbers 18,744 members. Last year the employes con-tributed \$341,191, and the company \$58,643. The sum of \$266,548 was paid for benefits. The scheme was first put in practice by the Baltimore & Ohio railroad, but that company has entirely severed its connection with the insurance association, which now rests upon its own footing by a special act of the Maryland legislature.

Railroads and the Sabbath. Rochester Post-Express: Henry Monett, general passenger agent of the Central, writes in regard to the Sunday

excursions as follows:
"The executive officers of the New York Central some time ago decided to discourage and check the growing tendency toward increased special business on Sundays, and instructions were issued to that effect. No Sunday excursions not previously advertised have since been or will be run. A great number of recent applications have been declined, and the parties inter-ested encouraged to select other days. The excursion fares between Rochester

and Ontario Beach are in effect daily, and so far as the New York Central is concerned, no special inducements are offered the people of Rochester to visit Ontario Beach on Sundays beyond the necessary provision for the increased travel on these days. The New York Central is pursuing a conservative policy in dealing with this difficult problem; and the extremists

who demand a total suspension of railway service on Sundays would probably, it their views were adopted, be among the first to ask that an exception be made upon one pretext or another. A very large percentage of the population of Rochester desires facilities for reaching Ontario Beach on Sundays, and many good citizens drive their families to the beach, who certainly cannot object, upon any rational ground, to their less favored neighbors taking the cheaper mode of conveyance to reach the same destination, presumably for the purpose of escaping the heat of the city, to enjoy a brief change of sur-roundings, secure the undoubted benefit of purer atmosphere, and to return refreshed by a few hours at the lake

Why There are Ticket Scalpers. New York Sun: Presidential years are good years for ticket scalpers. Every convention and big mass meeting makes meat for them. At the Chicago convention the round-trip rate from Pittsburg was cut to \$5, from St. Paul to \$2, and from Omaha to \$4. The rates did not stay so low long, and they were not made by every read, but each ticket issued, even at the lowest rates, had a mark are so to run, and during that time week or so to run, and during that time there was a margin of profit to the ticket scalper of 80 per cent or so on the original cost. The prices, then, are a good example of what opportunities were offered at the St. Louis conven-tion, and on a smaller scale at every state convention and state mass meet-

Just now the exposition at Cincinnati has been furnishing the ticket scalpers epportunities. Frequently the excur-sion rates are lower than the regular fare one way. The regular fare from Pittsburg to Chicago was twice the 85-round trip rate made during the Chi-cago convention, and 82 is only a fraction of the regular fare from Chicago to St. Paul, and from Omaha to Chicago singly costs three times as much as a convention excursion ticket. The re-sult was that every sensible traveler, though he was going only one way. bought an excursion ticket and sold the return coupon for what he could get, being better off even if he got nothing

for the return coupon than if he had paid the regular fare one way.

A train of thirty or forty scalpers follows the conventions around the country. They were at St. Louis with the

lemocrats, at Chicago with the republicans, at the Cincinnati exposition, at the New Orleans carnival, at the St. Paul ice palace, everywhere that a crowd goes and excursion tickets are sold. At Chicago they did more business than the regular railroad compa-nies, at St. Louis most as much. They would have done more business at St. Louis only the competition there was not so great and the rates were not so low as at Chicago.

A man who can choose his time for traveling within a limit of a few weeks. and to whom the speedlest route is not necessary, can save half the cost of his railroad fare by watching the newspapers for notices of excursions to con-ventions, expositions and carnivals and such things. Let him go to a ticket scalper and explain where he wants to go, being sure to impress on the scalper that he is in no hurry to go, for hurry costs money, and the man who has to go at once pays the highest price. The scalper will give him a ticket either to the place he wants to go or to the convention place nearest with an order on a brother scalper for a ticket the rest of the way, or he may get an excursion ticket with a draft on a brother scalper to be paid on presentation of the return coupon of the ticket. If the passenger does not like to have so many dealings with the scalpers he can buy a regular excursion ticket at the railroad offices and take his chances of selling the return coupon, the price he gets for it depending on his shrewdness as a seller and the kind of scalper he happens to encounter.

The excursion rates give some railroad that are always hankering after a cut in rates, the opportunity they are after. There are half a dozen ways of going out of New York to Chicago. Other things being equal, passengers would naturally take the lines that have the best cars and make the best time. To get any traffic at all the other roads must offer lower rates. They are in a pool, and they can not make a lower rate at their regular of-fices than the pool allows. To make a low rate and get passengers they must do it with seeming concealment. Everybody knows, of course, that it is done, but a pretense of not doing it must be kept up. Here is where the natural usefulness of the ticket scalper comes in. The railroad does its part by paying commissions for the sale of tickets, the commission sometimes amounting to two-thirds of the fare. Any scalper can get this reduction by sending a boy with a note and the price of a ticket, less commission, to the passenger office of the company. How much of this commission he keeps for himself depends on his shrewdness and the shrewdness of his customer, with judicious care he can be induced to take within \$2 or \$3 of the price he pays the railroad company. Without caution he may make as much profit from the passengers as the railroad gets for the passenger's transportation.

A Locomotive's Vagaries.

New York Times: The Eric railroad yard in Jersey City was the scene of a singular accident yesterday afternoon. Engineer James Powlan started engine No. 81 out of the round house soon after 3 o'clock on the way to the track on which the train he was to take out awaited him. When opposite Henderson street his locomotive was struck in the rear by the locomotive of the Montclair train, which was moving out of the yard. The collision reversed his engine and started it up the inward-bound track. The train known as the Susquehanna express was running into the station on that track. When Pow-lan saw that a collision between the locomotive of that train and his own locomotive of that train and his own long-suffering or it would compel the was inevitable he leaped to the ground Pullmans, Wagners and Woodruffs to and fell beneath the wheels of the Montclair train. He was dead when the Montclair train was brought to a standstill.

The fireman, Blauvelt, followed the lead of his engineer, and the abandoned locomotive sped up the track until it ran into the locomotive of the Susque-hanna express. The contact reversed the machinery again, and the engine ran over the switches again until a third contact with something sent her speed-ily up the road, on the outward bound rack. One of the engineers opened the throttle of his locomotive and started on another track after her. He came abreast with her at Coles street, and his firemen, leaping to the cab of the runaway engine, brought her to a stand-still. The outerworks of all three locomotives were torn off by the collisions. A passenger named Moore, on the Susquehanna express, who is said to have umped from the train when he saw the danger, was seriously cut and bruised. He was taken to his home on Coles street, Jersey City. At the Eric rail-road yard all information was refused last evening as to the details of this singuiar accident. So far as could be earned, however, no other passengers

A Canadian Railroad Scheme.

were injured.

The Boston Transcript of September 13 prints the following dispatch from pronto: It is understood that Mr. H. J. Beemer, manager of the Pontiac & Pacific Junction railway, at present in Paris, has succeeded in organizing a company of capitalists there, with a capital of over \$860,000, to complete the Pontiac & Pacific line from Pembroke to Sault Stc. Marie, to lease or purchase from the Canadian Pacific railway the North Shore road from Ottawa to Quebee, and to obtain from the government running powers over the Inter-Colonial railway to St. John. The Canadian Pacific railway for some time past has found the North Shore road, especially that portion from Ottawa to Montreal, a burden, and it is learned on the best authority that the company is willing to get rid of the whole line from Ottawa to Quebec. The scheme is a large one, and the new company includes Hon. J. A. Chapman, secretary of state, and prominent men in Canada. The object of this system of lines is to move western grain from Minneapolis and the Canadian northwest to the Canadian winter. dian northwest to the Canadian winter ports for shipment. The argument used with the government by the company in securing running powers over the Inter-Colonial railway is that the new system of roads would be of great benefit to the country in case the American government carries out its course of the government carries out its course of re-taliation, as the amalgamated lines would make a direct line to St. John and Halifax. The Pontiac & Pacific Junction road is now completed to within three miles of Pembroke, and will be completed to that place before win-

Railroad Building.

New York Commercial Advertiser: Herman Clark, of the firm of O'Brien & Clark, who has been a railroad con-tractor for many years, says that there has been less railroad building done this year than for several years past. He accounts for this state of affairs by saying that the railroads have in pre-ceding years run wild in this branch of their business, and it seemed at one time that if a railroad company did not build a certain amount of road every year, it was not in a prosperous condi-

"Last year," he said, "about 12,000



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miles of road were built. This year the total amount of road built will not ex-ceed 7,000 miles at most. Last year building was at its height. The work was carried on too fast, and now it has assumed its proper level. There are a great many miles of railroad in this country, but let me tell you that railroad building in America is only in its infancy. There are thousands of miles of road to be built yet. The reason that there is a reaction now is that we went a little too fast for four or five years. There is a better feeling among years. There is a better feeling among contractors, and that is a good sign that things are picking up. A great many persons ask n.e if I do not think railroad building has been permanently overdone. I certainly think that it has not been. I believe that we shall see years when over 20,000 miles of road will be built. Look at the map of the United States and see the thousands of miles of States and see the thousands of miles of territory yet remaining to be traversed. Then the eastern roads are building small roads all the time, and in nine cases out of ten they pay. I am talking of legitimate railroad building, and not Wall street speculation. There is a great future in railroads in this coun-

Slow Improvement in Palace Cars. Globe Democrat: "It is enough to make one disgusted with the palace car monopoly," said an old traveler, "to see how slow they are in making improvements. Why, the cars are hardly as good as they were ten years ago on most of the roads, and this is the more marked because the regular passenger cars have been wonderfully improved. The sleeping ears on the majority of the lines are lighted with kerosene instead of gas or electricity, the porters have more than they can attend to, especially on those miserable buffet cars, and the accommodations for ladies are worse than ever. Every car should have a female servant as well as the porter, and there should be a division for ladies traveling alone. The seats are not as comfortable as they should be and the cars do not ride as smoothly as they ought to. The American public is serve it better."

RELIGIOUS.

The Young People's Methodist alliance mass convention, to be held in Chicago, on September 26th and 24th, promises to be of interest to every Methodist.

Mrs. Grover Cleveland is collecting money to finish the American church in Berlin. One man in Kansas City, S. M. Simpson, one of the original John Brown men, has given \$2,000 for the purpose. Five years ago a Christian Police asso-ciation was organized in London. It now has a membership of \$4,000 and 153 branches,

which extend as far as Singapure, Tasmania, South Africa and Canada. Canon Siddon, one of the ablest men in the Church of England, has never been made a bishop because on one occasion when he preached before the queen he addressed her

majesty as plain "madam."

The Rov. J. T. Jayne, a Welshman and lately vicar of Leeds, Yorkshire, has been appointed by Lord Salisbury to the bishopric of Chester, with \$21,000 per annum. Queen Victoria wanted the preferment for Bishop Barry, of Sydney, Australia.

Rev. Frederick Lawrence, a vicar of the Church of England, has come to this country to lecture in the interests of the Burial Reform association. The reform proposed is the burial of the dead without coffins, that the bodies may decay and return to dust in natural order.

The Institute of the Brothers of the Christian schools now number 1,220 establishments, scattered throughout the world. There are 11,712 brothers and 1,670 schools, with 307,337 papils, besides many colleges and boarding schools.

Daniel A. Rudd, a young colored newspaper man, who spoke at the Cincinnati meeting of the Catholic Young Men's na-tional union, said that the number of negroes in this country who are "practical Roman Catholics" is 200,000 at least. Several negroes have been ordained, and several bright young colored men are now studying for the priesthood.

The delicate duty of deciding whether or not the Mormon bible is authentic has denot the Mormon bible is authentic has devolved upon the customs department of Canada. If really a bible, the duty to be levied upon it is but 5 per cent, but if not a bible, it is but a mere book, taxable at the rate of 15 per cent. The department has levied the higher duty, thus practically determining that the work is no revelation, but the preduction of human intellect.

Elder Joseph Harvey, of Pittsfield, N. H., who recently preached a sermon on the fiftieth anniversary of his ordination as a preacher, has been longer in the pulpit than any clergyman in New England. He has averaged four sermons a week during these fifty years, and the total is 19,400 discourses. He has conducted 2,000 funerals and so many weedling that he has lost track of the number of the property of the page 100 funerals and so many weedling that he has lost track of the number of the property of the page 100 funerals and so many weedling that he has lost track of the number of the property of the page 100 funerals and so many weedling that he has lost track of the number of the page 100 funerals and so many weedling that he has lost track of the number of the page 100 funerals and t wedding that he has lost track of the num-ber; and he has preached in every town in the state, in nineteen states and territories,

the state, in nineteen states and territories, and in three of the British territories.

Philadelphia has a new religious sect whose title is fearfully and wonderfully constructed. It is "The Ecclesia of Israel; the Cyipz or Worshipping Congregation of Our Father's Kingdom on Earth." They have revised the opening sentences of the Lord's prayer, so that they read: "Our father who art in heaven; hallowed be thy name; thy hand of power our souls do fear; thine car of love our prayers do hear; thy voice of light illuminates ouv feet; unto thy house our steps we bend, eternity with thee to spend; thy kingdom has come; now let thy will be done on earth as it is in heaven."

Alexander Campbell, founder of the religious sect known as Christians or Disciples of Christ, was born in County Antrim, Ireland,

Christ, was born in County Antrim, Ireland, September 12, 1788. Many of his followers in the United States will hold memorial serin the United States will hold memorial services soon. The Disciples to-day stand fifth in numerical strength among the religious bedies of the United States. They have about 4,500 churches and not less than 700,000 members. Their annual increase is about 50,000. They have five universities and nineteen colleges, besides other schools and sem-

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NOVELTIES IN JEWELRY.

Jewelers' Weekly. Plaque shaped clocks of silver are in vogue for library tables. Gold cigar cutters with diamond tipped

A hook and an eye is an old but trustworthy design now being offered in silver garter buckles. Two leashed dogs straining at a chain held by a groom is a peculiar pattern in silver

A cricket bat of red gold and finished off with a dainty silken tassel makes a handsome book mark. A diamond star pendant, with turquoises n skeleton settings between the points, is a

handsome ornament.

An expensive but handsome novelty is a gold handle pocket knife with emerald and liamond setting. A chased silver hand glass, the rim set with sixteen large fresh water pearls, is con-

sidered cheap at \$500. A unique hairpin tray is of Russian silver. washed in gold and ornamented with etch-ings of historical scenes. Artistic and delicate in design is a silver ardiniere of lace basket work for holding

flowers on the toilet table.

For evening wear a necklace made of fine gold barrel links, with nine medium size Old customs are recalled by the demand

for silver loving cups. Twisted handles antique in design add to their beauty. A new vase is of silver with gold relief work profusely decorated with passion flowers. It makes a handsome centerpiece.

A dainty pin represents a feather fan of eight fluffy plumes, each in a different shade of gold. In the center is a flashing diamond.

A parrot's head with ruby eyes makes an attractive brooch. The feathers are in the new opalescent finished gold and look very new op lifelike. A quiet but rich looking charm has in the

centre a circular sardonyx intalio, mounted with a frame of gold and platinum in alternate squares. A bracelet recently made to order is faced

with eighteen large opals. In the corner of the setting sparkle thirty-six diamonds. The combination is effective. Three fishes in varicolored gold, curved to represent three interlaced crescents, and with several handsome diamonds sparkling among them, are a peculiar pattern in brooches recently seen.

Horsford's Acil Phosphate Imparts New Energy to the Erain, giving the feeling and sense of in-creased intellectual power.

Sydney Rosenfeld's satire on theosophy, which he is writing in the shape of a comedy, is to be called "A Dear Delusion." It will be produced at the Union Square next spring, always providing that the theatre is completed by that time.

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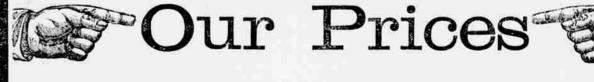
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Chamber Suits, \$17.50 and up. Stoves, \$9.75 and up. Carpets, 25c a yard and up. Bureaus, \$7 and up. Hall Trees, \$5 and up. Breakfast Tables, \$2.95 and up Extension Tables, 65c and up. Beds, \$1,95 and up. Pillows, 45c and up.



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